

ROGUE RIVER - SISKIYOU NATIONAL FOREST ROADS ANALYSIS

APPENDIX B PUBLIC INVOLVEMENT

January 2004

Cascade Mountains Area Roads Analysis Public Involvement Plan

Purpose of public involvement plan: To establish a uniform, consistent approach to public involvement by providing strategies, guidelines, and “tools” for informing and engaging a broad range of publics in the Siskiyou and Rogue River National Forests’ roads analysis processes.

Desired outcome: To ensure that communities, local, state, county, and federal governments, federally-recognized tribes, special interest groups, and the media are well-informed of the Forests’ roads analysis process, openly participate in the process, and that their input is valuable to the process.

Summary of public involvement activities and accomplishments:

- Developed contact list, including federally-recognized tribes, county commissioners, county, state and other federal natural resource agencies, watershed councils, congressional representatives and senators, community leaders and organizations, special interest groups (outdoor recreation, environmental, hunting, equestrian, environmental education), commercial users (timber, grazing), commercial cooperators, chamber of commerce, tourism organizations, universities, and media.
- Developed informational materials, including letters from the district ranger to the public and tribal chairs, 1-page briefing on the roads analysis process, a roads analysis vicinity map, and a news release announcing public meetings.
- Provided pre-public notification and briefings to tribal chairs, county commissioners, watershed councils, congressional staff, special interest groups, and other individuals.
- Distributed roads analysis informational materials and news releases to contact list, forest employees, and media.
- Conducted public meetings in Butte Falls (4/16/01), Prospect (4/17/01), and Ashland (4/18/01) to provide information on the roads analysis process and to encourage written input.
- The public comment period was extended an additional 30 days to June 15, 2001 at the request of some special interest groups. Written input was accepted via postal service, electronic, or fax.

Public Meeting Comments Essay Regarding the Roads Analysis Process
Initiated by the Rogue River National Forest
June – 2001

Here is a collective statement of the worst and best outcomes concerning the roads analysis on the Cascade Zone of the Rogue River National Forest. The worst fears and outcomes of the people at the public meetings are listed first. After that, the best outcomes are listed.

WORST FEARS AND OUTCOMES

A decision about roads analysis being made without public involvement, and without our knowledge (makes me) MAD. (If) public input was given but ignored concerning how we could manage our transportation system on the Cascade Zone, and meet access needs now and in the future, (we could) wind up with all of the roads closed, (and) lose our freedom (while forced to) watch the forest die. (It could) burn down like in Montana, (causing a) loss of access for everyone (and) resources lost.

This is our land (and) needs to be multiple use. Older generations (need) access for future and current use, and handicap access. Tearing roads out now (makes them) unavailable for future use such as fire access, (and they are) expensive to put back in. (Let's) maintain access for future generations and identify their needs. (Reaching a) stalemate on dealing with roads, (and) not coming up with a viable plan or not winning funding to deal with road maintenance issues would be very frustrating (The thought of) total lockout to public lands with no recourse and no possibility of reversal (is a) very upsetting feeling. At the rate we're going, my children will never see the woods. (I want to) keep the roads open and maintained. KEEP THEM OPEN!

Special interest groups using money to get their way in government? I THINK IT STINKS! The use/abuse of power (creates) a decision that only meets one interest group.... signifying that community interest, which I think diverse, was not really listened to. (The) worst possible scenario is that (an) outcome will be based on decisions not in the best interest of all concerned, decisions based on one-sided special interests. (I would experience) a feeling of disappointment with (that) decision, (and an) alienation with power figures. Shutting down the roads results in the loss of freedom, (and) having special interest groups manage the land.

(I say) "If the roads are closed, the first step is to get rid of the Forest Service." I don't like to feel overrun by government, especially when their decisions negatively impact peoples' lives. Since my road has been decommissioned, (3730800) re: RS 2477 Mining Law, I get no satisfaction from the Forest Service. (My) only recourse is to go to court, or civil disobedience. We will lose our resources—gates, fire, etc. Our bolt cutters will get worn out. I am concerned about the 800 road (because) we have cattle crossing the creek and causing damage; degrading water quality from erosion of the bank slope. Erosion from a road-rip would be devastating to watersheds.

The worst outcome would be many road closures where it appears unnecessary, or even destructive to the public or private landowners, (then) the conflict will continue. (Actions such as this cause) polarization and divisiveness in the community.

I feel this is very unhealthy personally, and for the resources. (It is a) waste of time and effort. Closed roads = loss of land due to fire, (and) the loss of watersheds. We have water rights in Mill Creek Watershed. If roads are closed, and laws written, we can't go back and open roads and fix them.

(It) will also cause more problems than it will fix by closing roads in the first place. Total closure, decommissioning and/or obliteration, would stop activity for other uses, for recreation. I am concerned that my family has access for recreation. I am worried about total closure. I believe it is discrimination against the elderly.

What is the most cost effective closure with respect to public use? (Let's not) fail to identify what the end result is. (If) politicians and administrators (are) going to make decisions regarding the entire project, we'll have something pushed down our throats by the Federal Government. (If) we provide input, and decisions are made without our consideration, (the results will be) too short sighted in the planning process and the report produced will not be useful. For us, public, to do nothing (and) let politics dictate the process, actions (may be) taken and then found later to not work or cause harm. (They could decide to) close off our forests. Litigation that stops public access to the national forest would cause forest health over both the short and long term to deteriorate. What is the worst outcome? 1. Total road closure. 2. No public input. 3. This would be an abuse of power.(If we don't take the time to care,) when it's all over, it (may be) thrown out by a court through a lawsuit. The results of the process would be thrown out (because) people don't get involved, and then throw a monkey wrench in later. (They start screaming for) immediate change in political direction. (Then) no one wins and someone gets hurt or damaged. It would make me feel sad.

BEST OUTCOMES

(So,) after all of this input, who makes the final decision? (How do we) have the Forest Service and the public in agreement on road closures? (Will the) Forest Service listen to us, to our input to keep our roads open? (We hope that) our voices will be heard. It seems like the few minorities are always coming out on top, or decisions are already made. (We want) our views to be seriously considered in the decision, (so we will provide) thoughtful input that will result in (a) reasonable process. (We hope that) the Forest Service's ultimate decision regarding the roads will reflect our input. What is necessary to carry out the management plans will take cooperation from all sides. (Hopefully) it will be made clear what we need to do. (We want to see) public opinion taken with on-the-ground assessment by resource professionals in the USFS to improve roads over time. Multiple use (and) sustained yield benefit forest health. Agencies such as the FS, or USF&W, all of the agencies, need to use scientific data instead of social, politically correct suggestions. (We can only hope that) the government finds common sense (and) considers all of the comments provided tonight.

I've spent a lot of time in the forest and have knowledge to give and share. I live in Butte Falls as well. (If) kept informed, (I could) provide guidance to the Forest Service. Keep me in touch with what's going on. (I) want to have a say in the process. (I would) appreciate it. Most roads (could be) left open, and maintained with use of public input and volunteer help, (which) would provide a better understanding of each other's needs. Closing roads – can't see what good it would do; would help to understand which roads are being closed and why. To keep gravel roads as they are, you might have to blade (and) clean culverts. Instead of tearing out roads, put up signs that say "this road not maintained enter at your own risk."

(The) 3730800 road is decommissioned now and (there is) only one-way out. Put it back in to the forest transportation system.

Provide ingress and egress and alternate routes for emergencies such as fire, flood, earthquake, etc. (I have a) 20 mile haul off property now. Open the road and shorten my haul.

Without the bridge (it) cuts off the access to Soda Springs. (That is a) violation of ADA law. Provide access for all disciplines and desires, (such as) senior citizens, drivers, a safe place for children, handicapped, etc. Manage (a) system in which all can participate in and see (the) whole forest with minimal destruction to waterways and habitat.

Maintain the roads that we have now (while) maintaining multiple use. Continue to provide access to the public without a unilateral decision of closing the forest to the public. (Make sure that) access is given to everyone, including ADA. (I would like to see us) keep local control. (I want to) be able to enjoy what God gave us, and make sure it is taken care of. (Perhaps we could) obtain enough money from salvage to maintain the roads, (and) enhance watersheds. (The) Forest Service (could) set priorities that require commercial users to do road maintenance. Roads should be able to pay for themselves. (Let's strive for) well-managed forests with multiple uses, (and) a plan that would be least disruptive to the land and people that use it. Everyone (can) share in the success and benefits, but it may not happen (if) some people don't get past their personal conflicts and anger.

What is the best outcome of appropriate use/balance of power (to achieve the best decision about roads)? (We feel that) the appropriate use/balance of power (will be) when diverse interests are listened to, plus all merits are weighed and supportable, (and) reasoned decisions are made. (We need a) healthy balance of useful roads that can be reasonably maintained without negative impact on the elements, or the private landowners, or the public use of the land we all feel we share responsibility for. (We need to) develop the resources to address all issues and solve problems at a level that creates agreement among (the) community, feels good, (and lends) a sense of accomplishment. Mutually beneficial results involving as many people as possible with good stewardship of resources in a sustainable manner would (make us feel) happy and content, (with) a sense of community restored. (Lets) identify roads that most people want reserved for biking, etc. and offer roads best used for motorized access (to) continued multiple use. When the community (reaches) consensus, (we should) seek support from Senators Wyden and Smith for road maintenance funding for balanced needs. Avoid extremism (to gain) a satisfying (solution).

(Whatever) the total amount of open roads, (the) public and government (should) work together to accomplish the goal, in meetings and in the field. (Collaboration is the) ONLY WAY! (It is) common sense management.

(I hope that) we produce a report that is useful and meaningful to all parties; results (that is) well received with broad general acceptance, and is useful to the decision makers. (I would like to see) a report that is useful and as simple as possible, where our comments (are) actually used in the outcome of this analysis to build a sound administrative policy that will meet public, economic, and environmental needs. I would like to see everybody happy in the end, and (have) more faith in government.

Cascade Mountains Area Roads Analysis Public Comments
From 26 Letters Received
Summarized
June 25, 2001

Comments:

First priority is to maintain existing roads
Clean up illegal dumping – fix ORV damage
No new roads in roadless areas
Protect remaining undisturbed forests
Restore previously accessed areas
No more road closures
Closing roads puts more use and pressure on open roads
Use signs saying road not maintained – enter at own risk
More cost effective to clean culverts and grade than to rip them or install gates
Need open roads for firefighting
Concerned that we will lose more open roads
Listen to the wishes of the people in the areas concerned
Keep the roads we have and repair and maintain them
Log blow down timber and have operator grade the roads
Aggressively close roads not needed
Reduce maintenance level rather than close
Leave roadbed in tact
Enforce rules of use
Roads needed for handicapped people
Partner with community to repair roads
Limiting roads limits management options
Improve roads rather than close them
Jackson County evacuation routes in eastern part of county

Specifics:

Huckleberry picking – 6215, 68 to 6460-700
Brown's Creek Camp – 6510
Hershberger L.O. – 6515-530
Small campground – 6530 to County line
Hamaker C.G. – 6530-930
Fishing/driving – River Road #64
Repair the "800" road in Lake Creek area for cattle management and fire access
Use OHV funds to maintain for OHV use

Values:

Undisturbed forested land	Fishing
Community input process	Horse riding
Manage forest not the people	Driving for pleasure
Costs of closing roads	OHV use of rough roads
Costs of maintaining roads	Hunting
Fish and wildlife impacts	Camping
Vandalism	Hiking
Human caused wildfire	Mushroom picking
Wild country	Flower picking
Firefighting access	
Berry picking	

Siskiyou Mountains Area Roads Analysis Public Involvement Plan

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Desired outcome: To ensure that communities, local, state, county, and federal governments, federally-recognized tribes, special interest groups, and the media are well-informed of the Forests’ roads analysis process, openly participate in the process, and that their input is valuable to the process.

Summary of public involvement activities and accomplishments:

- Developed contact list, including federally-recognized tribes, county commissioners, county, state and other federal natural resource agencies, watershed councils, congressional representatives and senators, community leaders and organizations, special interest groups (outdoor recreation, environmental, hunting, equestrian, environmental education), commercial users (timber, grazing), commercial cooperators, chamber of commerce, tourism organizations, universities, and media.
- Developed informational materials, including letters from the district ranger to the public and tribal chairs, 1-page briefing on the roads analysis process, a roads analysis vicinity map, and a news release announcing public meetings.
- Provided pre-public notification and briefings to tribal chairs, county commissioners, watershed councils, congressional staff, special interest groups, and other individuals.
- Distributed roads analysis informational materials and news releases to contact list, forest employees, and media.
- Conducted public meetings at the Ashland Ranger Station (5/15/02), Applegate Ranger Station (5/16/02), and presented Roads Analysis to the Applegate Partnership at the Applegate Ranger Station (5/8/02) to provide information on the Roads Analysis process and to encourage written input.
- Written input was accepted via postal service, electronic, or fax.

Siskiyou Mountains Area Roads Analysis Public Comments
(Summarized from 16 letters and 28 form letters)*
July 11, 2002

Comments (paraphrased):

1. Don't close roads.
2. Some organizations are willing to help improve and maintain existing road system.
3. Closing some roads will increase use on the remainder.
4. Roads are needed for managing fire, wildlife, forest health, and recreation.
5. Don't close access to private lands.
6. Reconstruct or relocate roads to mitigate environmental concerns.
7. Concerned about roads that access Michael Meredith property.
8. Currently roads are being closed with no public notice and no public opinion. There should be a public process regarding road closures.
9. More harm is caused as a result of closing roads by people driving through the woods, creating their own road.
10. Funds should be spent educating the public how to respect the land.
11. Forest Service land should be open and accessible to future generations.
12. Analyze and rank Forest Service roads in Southern Oregon relative to amount of maintenance need. Schedule the maintenance over a 10-20 year period. Request organizations and citizens to help maintain the roads.
13. If roads are closed, don't destroy them. We may need them in the future.
14. Make your message more available to the public.
15. Hold public on-site reviews to explain the process and future actions.
16. Keep roads open that are used to move stock to grazing areas.
17. Create cash return from tree harvest to help maintain roads.
18. Permanently close some roads to motorized use to reduce maintenance cost.
19. Maintain a core of roads that provide access to trails.
20. Maintain most heavily traveled and necessary for fire control.
21. Allow secondary roads to fall into disrepair to be used by hikers.
22. Consider risk to streams where fish spawn.
23. Many roads can be limited to hikers, bicyclists, and horse back riders.
24. Charge a toll for recreational access.
25. Charge for those who damage roads.
26. Negative effects on flora and fauna due to presence of roads are widely exaggerated.
27. Without easy road access, many will be excluded from being able to use these public lands.
28. Maintain access to power lines. Work with Pacific Corporation to help manage access.
29. Sediment, fish passage, drainage patterns, noxious weeds, toxic chemicals, mass wasting, Port-Orford-Cedar spread, migration of wildlife and birds, and human caused fire should be addressed.
30. Restore unclassified roads. Decommission or classify temporary roads.
31. Identify the minimum road system that is safe and responsive to public needs.
32. Klamath Siskiyou Wildlands Center provided a list of roads in the Little Applegate Watershed that they recommend for decommissioning. (The letter is contained in the analysis file)
33. Spend funds on projects that immediately address water problems.

The actual letters are located in the analysis file in the Rogue River and
Siskiyou National Forests' Headquarters

Pacific-Powers Roads Analysis Public Involvement Plan

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- Developed informational materials, including letters from the district ranger to the public and tribal chairs, 1-page briefing on the roads analysis process, a roads analysis vicinity map, and a news release announcing public meetings.
- Distributed roads analysis informational materials and news releases to contact list, forest employees, and media.
- Provided pre-public notification and briefings to tribal chairs, county commissioners, watershed councils, congressional staff, special interest groups, and other individuals.
- Conducted public meetings in Myrtle Point (7/12/01), Brookings (7/18/01), and Gold Beach (7/19/01) to provide information on the roads analysis process and to encourage written input.
- The public comment period ended August 20, 2001, and written input was accepted via postal service, electronic, or fax.

Summary of Public Written Comments

The following comments are generally paraphrased and out of context from the letters submitted. The letters in their entirety are on file at the Rogue River – Siskiyou National Forest Supervisor's Office.

Specific Road Concerns:

- Complete paving of Scenic Byway from Powers to Agness
- Replace Scenic Byway signs that were removed
- Wilson Creek Rd. 1376-010 has several slumps and several miles in need of brushing and culvert cleaning
- Euchre Creek Road 3402 has a sinkhole that is a safety hazard
- Cold Iron Road from Powers to Eden Valley, 5201, 3363-5201, and numerous roads off of these main roads are enjoyable and part of my family history
- Sixes Road 5201 to Elk River and all its spurs need to stay open for access to mining claims and our residence
- Specific roads of concern 1376-010, 3313-150, 1503-030, 1503, 3680, and 23. These are important to maintain (a variety of reasons given)

General Comments:

- Noxious weed spread related to roads and traffic
- Roads add to problem of washouts which impact fisheries
- Close extraneous (dead-end spur) roads
- Access needed to campgrounds and trailheads
- Roads analysis process is a waste of money and time
- Roads should remain
- Too much reliance was put on timber sale program to fund road maintenance
- Access to private lands is important
- All roads in the National Forest are valuable resources
- Access to suppress wildfire is important
- Decommissioning activities would cause unnecessary destabilization of the ground
- Resolve the funding of road maintenance by making timber sales available. Decommissioning roads would all but destroy the possibility of timber sales in those areas
- All roads stay open
- Downgrading roads is better than closing
- Road access is important for disabled persons
- Existing wilderness provides for the needs of the young and healthy. The non-wilderness areas should have good road access
- Access needed for recreation and leisure activities
- Access needed to manage for forest health
- Access needed for historic and traditional activities
- Economic considerations should be evaluated
- Consider the emotional values attached to roads
- Consider the intangible and serendipitous values associated with roads
- Maintain roads accessing communities, residences, private property, and main arterial roads
- Maintain access to rock quarries, lookouts, and recreation features
- Remove short one time use spurs

Two Rivers Zone Roads Analysis Public Comments

(Summarized from 8 letters received)
July 16, 2002

Public meetings for the Two Rivers Roads Analysis were held May 7 in Grants Pass and May 9 in Cave Junction. Written comments were received subsequent to those meetings and are paraphrased below. Actual letters received are on file at the Rogue River – Siskiyou National Forests Supervisor's Office.

Comments (paraphrased):

1. Roads are a capital asset that should be maintained and protected whenever possible.
2. Hierarchy of actions
 - a. Maintain at or above current level if access is to private property
 - b. Maintain at or above current level if the access is to Matrix lands
 - c. Maintain at or above current level when not a hazard to public health and safety
 - d. Closures for fire or wet weather may be necessary
 - e. Decommission roads only when a public safety problem or when they cause irrefutable environmental harm
 - f. Obliterate roads only when public safety or environmental harm cannot be corrected due to cost or geology
3. Identify minimum road system for Siskiyou that the agency will be funded to maintain and will not impact the ecological integrity of the land.
4. Determine extent of existing road network including temporary and unclassified roads.
5. Determine environmental impact of existing road network.
6. Validate, revise, or establish road management objectives.
7. Update the Forest Transportation Atlas.
8. Involve the public early.
9. An overlay of Forest Service roads that access private in holdings would help in future road maintenance needs.
10. Return to posting roads as to level of maintenance to help from safety/liability standpoint.
11. Consider storm proofing rather than decommissioning.
12. Sediment, fish passage, drainage patterns, noxious weeds, toxic chemicals, mass wasting, Port-Orford-Cedar spread, migration of birds and wildlife, and human caused fires are all considerations to be evaluated.
13. Restore unclassified roads, decommission or classify temporary roads.
14. Identify minimum road system that is safe and responsive to public needs.
15. On Eight Dollar Road, I would like to see the sinks that are under rock maintained better.
16. Even rough roads are a recreation opportunity for 4x4's or ORV's.